

# BookletChart™



## ***Slocum and Limestone Inlets and Taku Harbor***

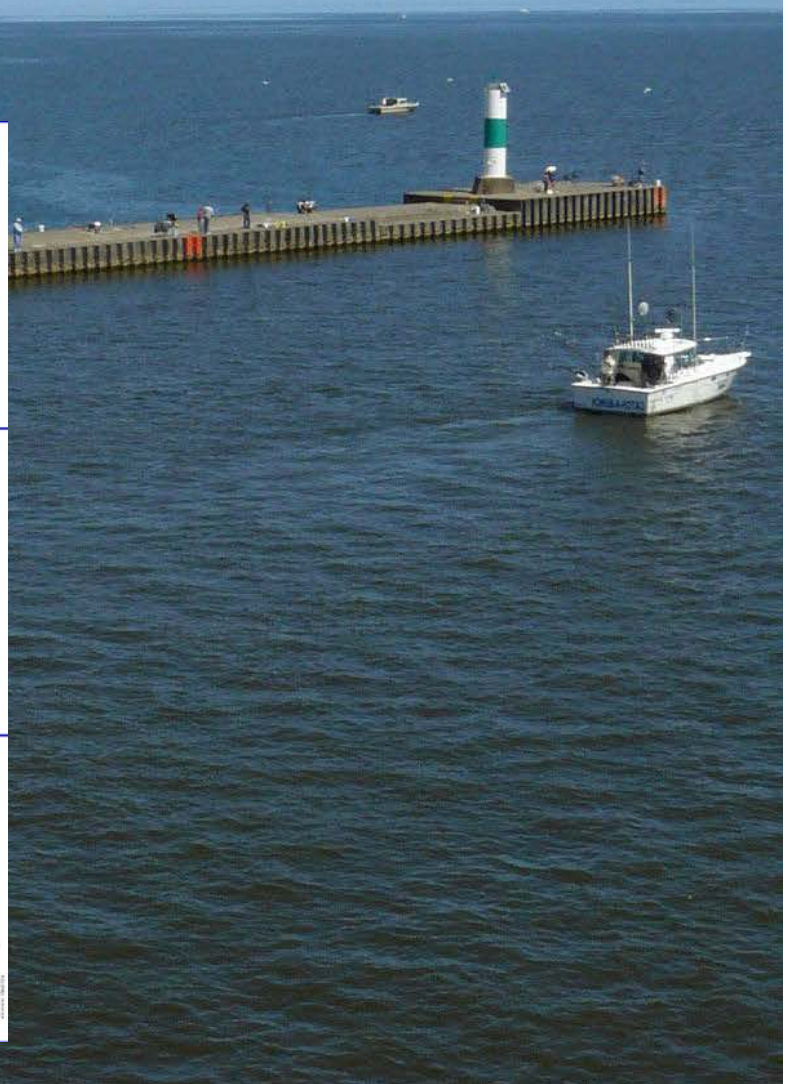
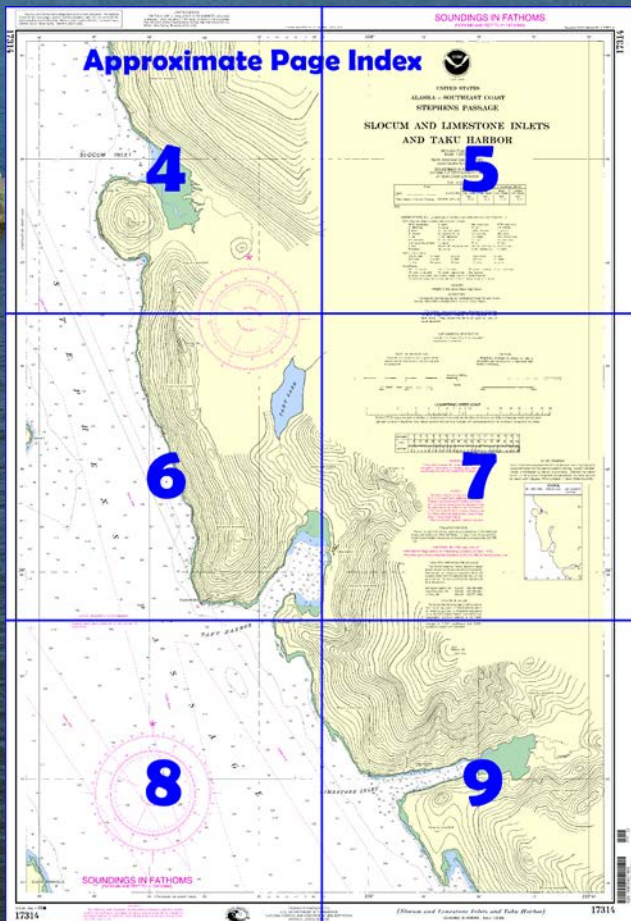
**NOAA Chart 17314**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=17314>.



**(Selected Excerpts from Coast Pilot)**

**Limestone Inlet** has its entrance on the E side of Stephens Passage, about 13 miles NNW of Midway Islands Light and 2 miles SE of Taku Harbor. It is a narrow arm that extends in an easterly direction. The depths are 13 to 30 fathoms in the lower half of the inlet, and a vessel may anchor anywhere in midchannel, but the holding ground is not very good. With the close proximity of Taku Harbor, vessels seldom find it necessary to enter. The upper half

of the inlet is filled by a flat, most of which covers at high water. An overhead power cable with a clearance of 95 feet crosses the inlet about

0.3 mile above the mouth. The maximum safe clearance under this high voltage line is 80 feet.

**Taku Harbor**, about 19 miles SE from Juneau, indents the E shore of Stephens Passage about 3 miles SE of Grand Island. The entrance is between **Stockade Point** and the SE tangent of **Grave Point**. In the approach from the S, its position is readily known by the projecting high land of Grave Point and **Taku Mountain** rising behind the point. Taku Mountain is prominent in Stephens Passage from Sunset Island N to Point Tantalum. A flat extends about 0.2 mile from the head.

**Local magnetic disturbance.**—Differences of as much as 10° from normal variation have been observed in the vicinity of Grave Point.

**Grave Point Light** (58°03'44"N., 134°03'04"W.), 45 feet above the water, shown from a skeleton tower with a red and white diamond-shaped daymark on the SW extremity of Grave Point, marks the N side of the entrance to the harbor.

The anchorage is in about 13 fathoms, soft bottom, favoring the E shore. A slight eddy current in Taku Harbor from Stephens Passage is sometimes noticed on the flood and, with large tides, swirls are produced that cause a vessel to surge somewhat on her cables at times. The N winter winds from the interior draw through the valley back of the harbor with great force. In the winter these conditions, when at their severest, render the anchorage somewhat dangerous.

**Slocum Inlet** is on the E shore of Stephens Passage, about 4.5 miles N of Grave Point Light and 2.5 miles NE of Grand Island. It is almost filled with flats. The water is deep close to the flats, but it does afford convenient anchorage.

**Circle Point**, the S point of the entrance to Slocum Inlet, rises to **Butler Peak**, a prominent conical peak.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

Mercator Projection

Scale 1:20,000

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK

KZZ-87

162.450 MHz

Cape Fanshaw, AK

KZZ-88

162.425 MHz

Juneau, AK

WXJ-25

162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.187" southward and 6.302" westward to agree with this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from normal variation have been observed in the vicinity of Grave Point.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical

G green

Mo morse code

R TR radio tower

Al alternating

Gp group

N nun

Rat rotating

B black

IO interrupted quick

OBSC obscured

S seconds

Bn beacon

Isi isophase (E Int)

OC occulting

SEC sector

C can

LT HO lighthouse

Or orange

St M statute miles

DIA diaphone

M nautical mile

Q quick

VQ very quick

E Int equal interval (Iso)

m minutes

R red

W white

F fixed

MICRO TR microwave tower

Ra Ref radar reflector

WHIS whistle

Fl flashing

Mkr marker

R Bn radiobeacon

Y yellow

Bottom characteristics:

Bds boulders

Co coral

gy gray

Oys oysters

so soft

bk broken

G gravel

h hard

Rk rock

Sh shells

Cy clay

Grs grass

M mud

S sand

sy sticky

Miscellaneous:

AUTH authorized

Obstn obstruction

PD position doubtful

Subm submerged

ED existence doubtful

PA position approximate

Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Taku Harbor, Stephens Passage	(58°04'N/134°01'W)	feet 15.5	feet 14.6	feet 11.5	feet -6.0

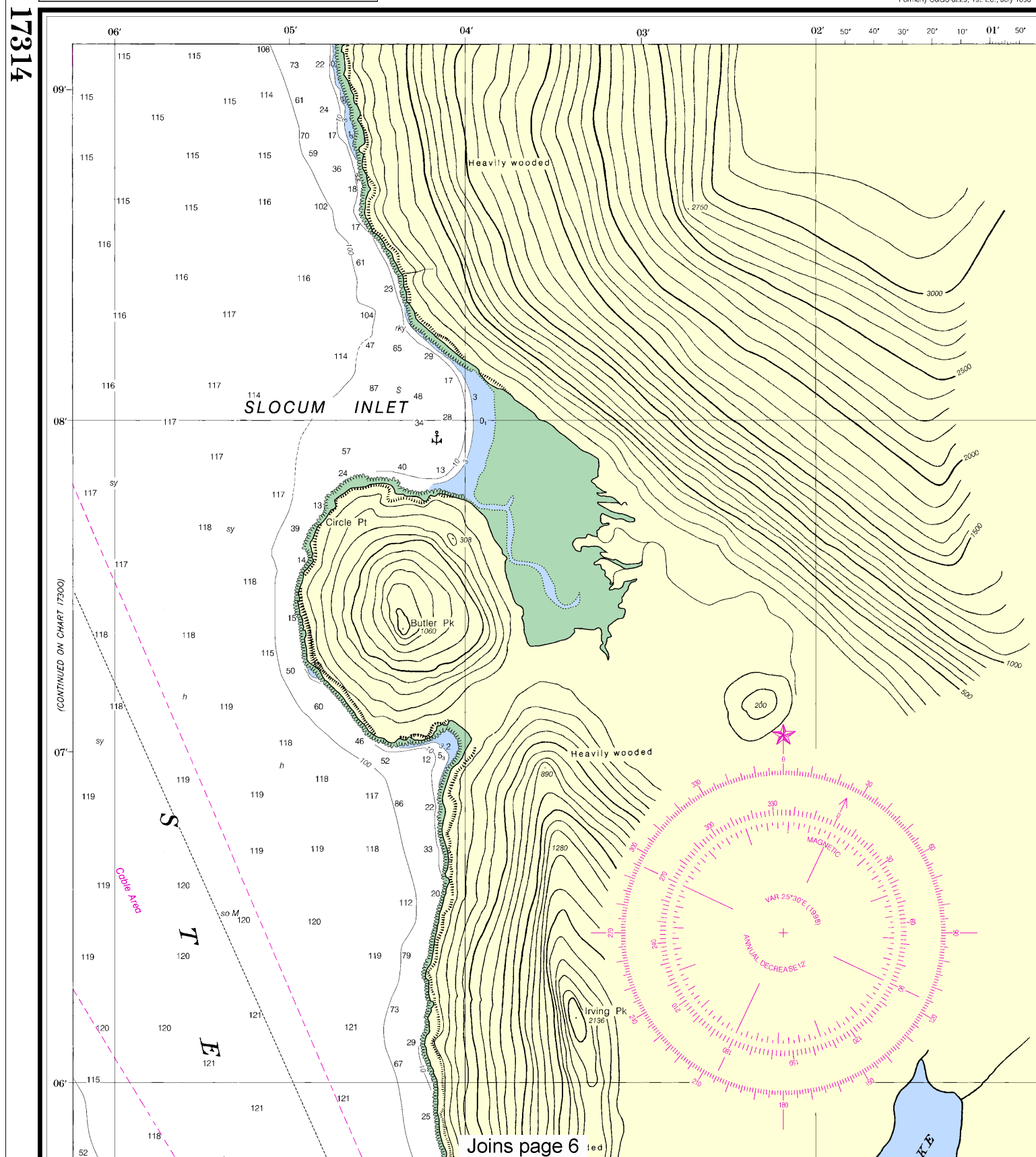
(398)



FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 8229, 1st. Ed., July 1893

17314



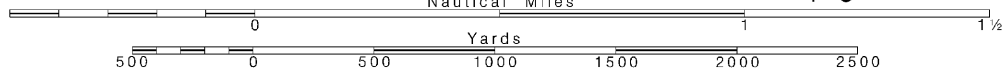
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO 11 FATHOMS)

KAPP 2628

Nautical Chart Catalog No. 3, Panel Q

134°

59'

58'

57'

56'

17314



UNITED STATES  
ALASKA – SOUTHEAST COAST  
STEPHENS PASSAGE

SLOCUM AND LIMESTONE INLETS  
AND TAKU HARBOR

Mercator Projection  
Scale 1:20,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Taku Harbor, Stephens Passage	(58°04'N/134°01'W)	feet 15.5	feet 14.6	feet 1.5	feet -6.0

(398)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	Iso isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphane	M nautical mile	Q quick	VQ very quick
E Int equal interval (Iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

SUPPLEMENTAL INFORMATION

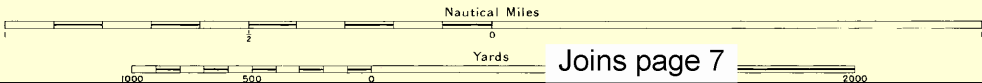
Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

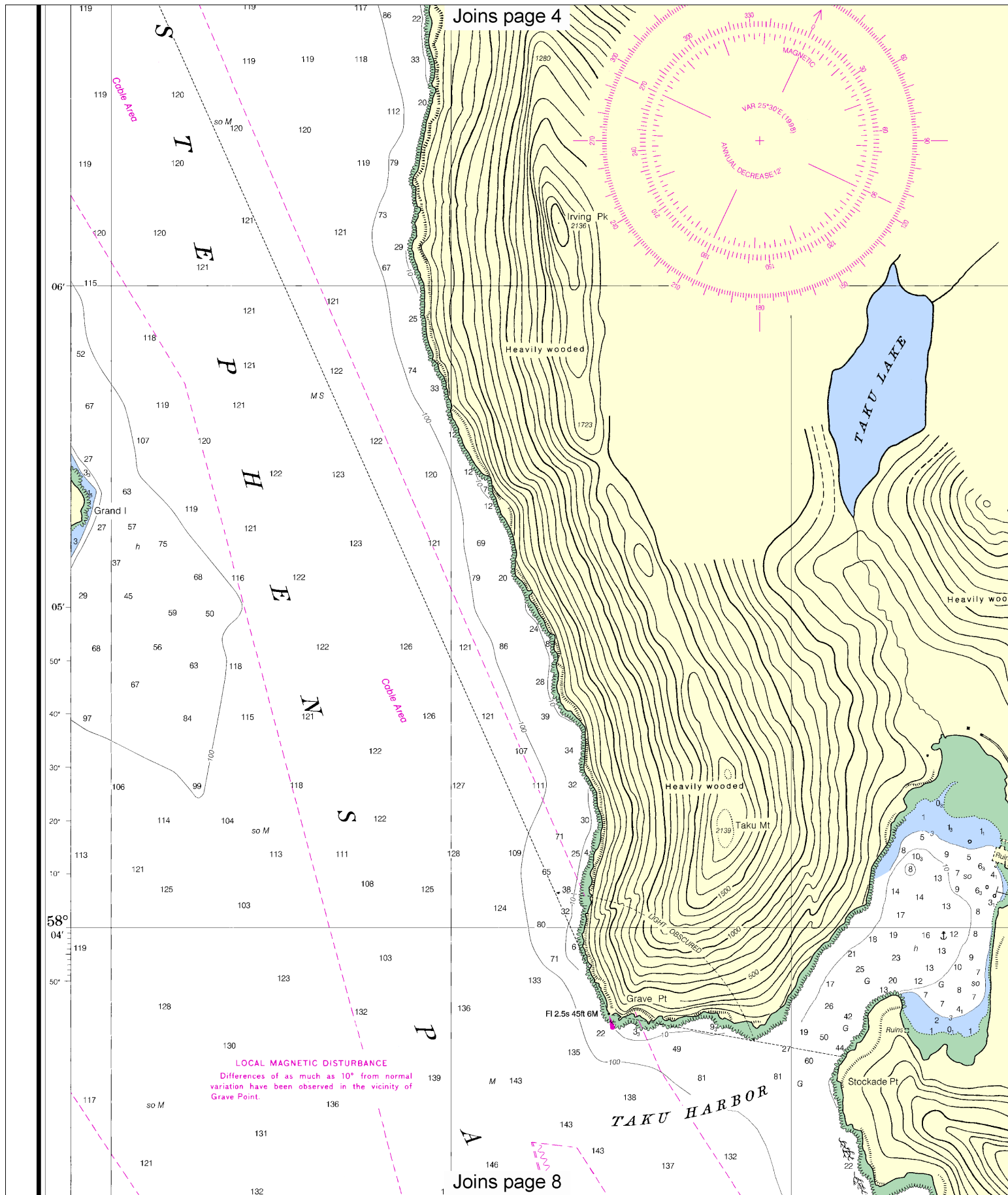
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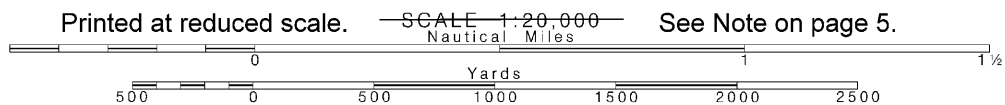


This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:28571. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



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Note: Chart grid lines are aligned with true north.



(2) Wreck, rock, obstruction, or shoal swept clear to the  
(2) Rocks that cover and uncover, with heights in feet at

## Joins page 5

### HEIGHTS

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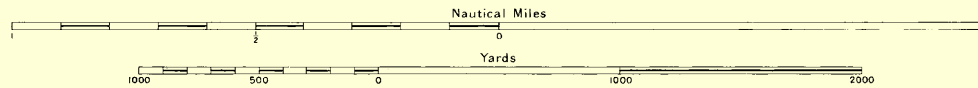
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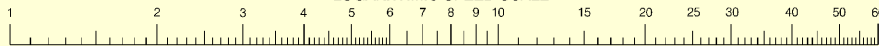
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### LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

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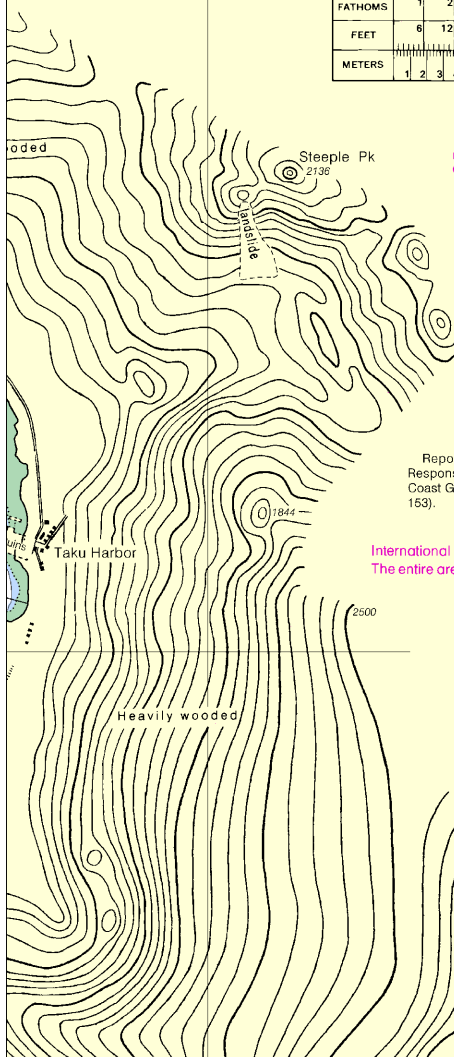
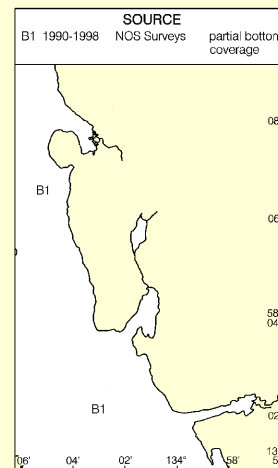
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Cape Fanshaw, AK KZZ-88 162.425 MHz  
Juneau, AK WXJ-25 162.55 MHz

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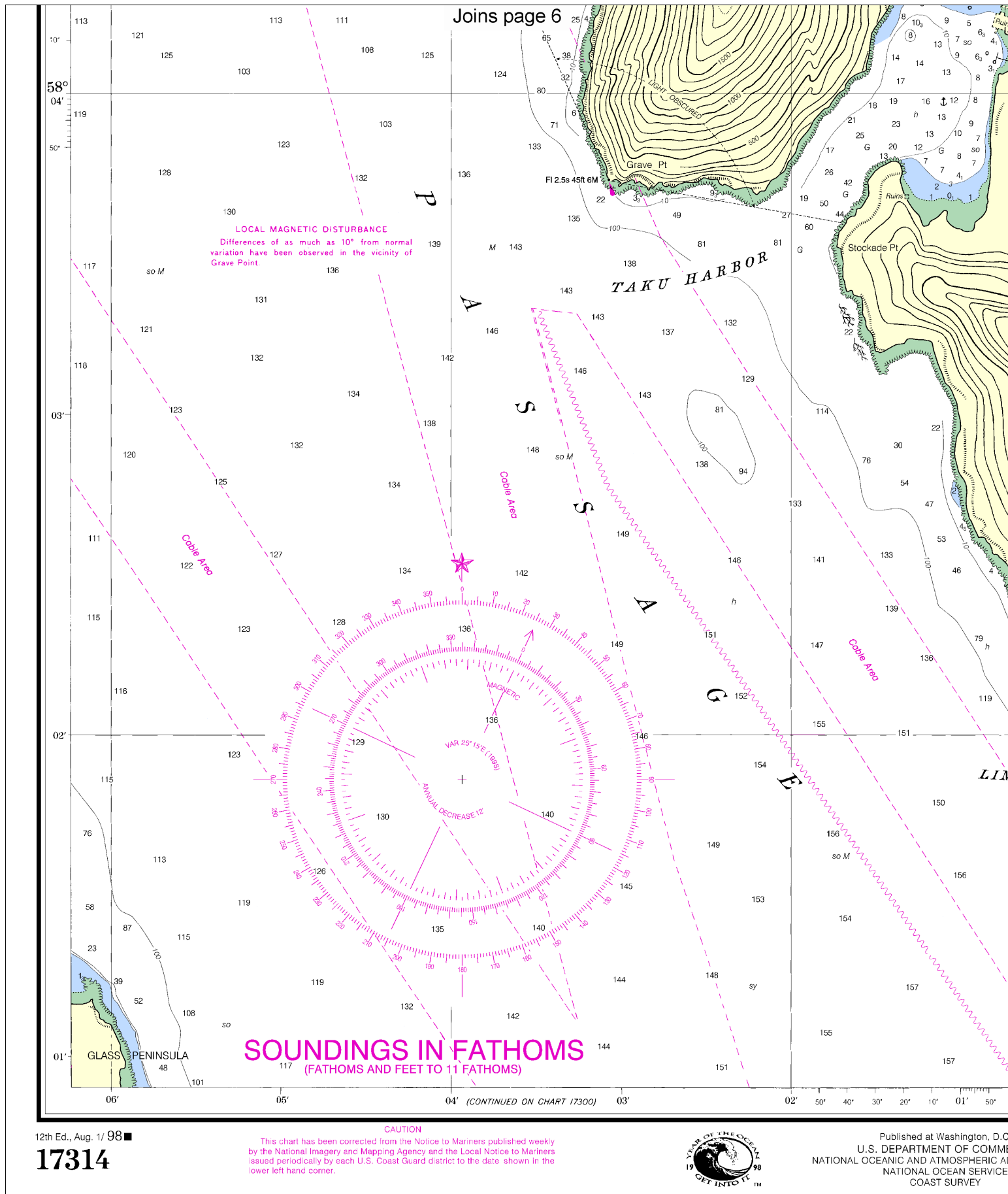
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## Joins page 9



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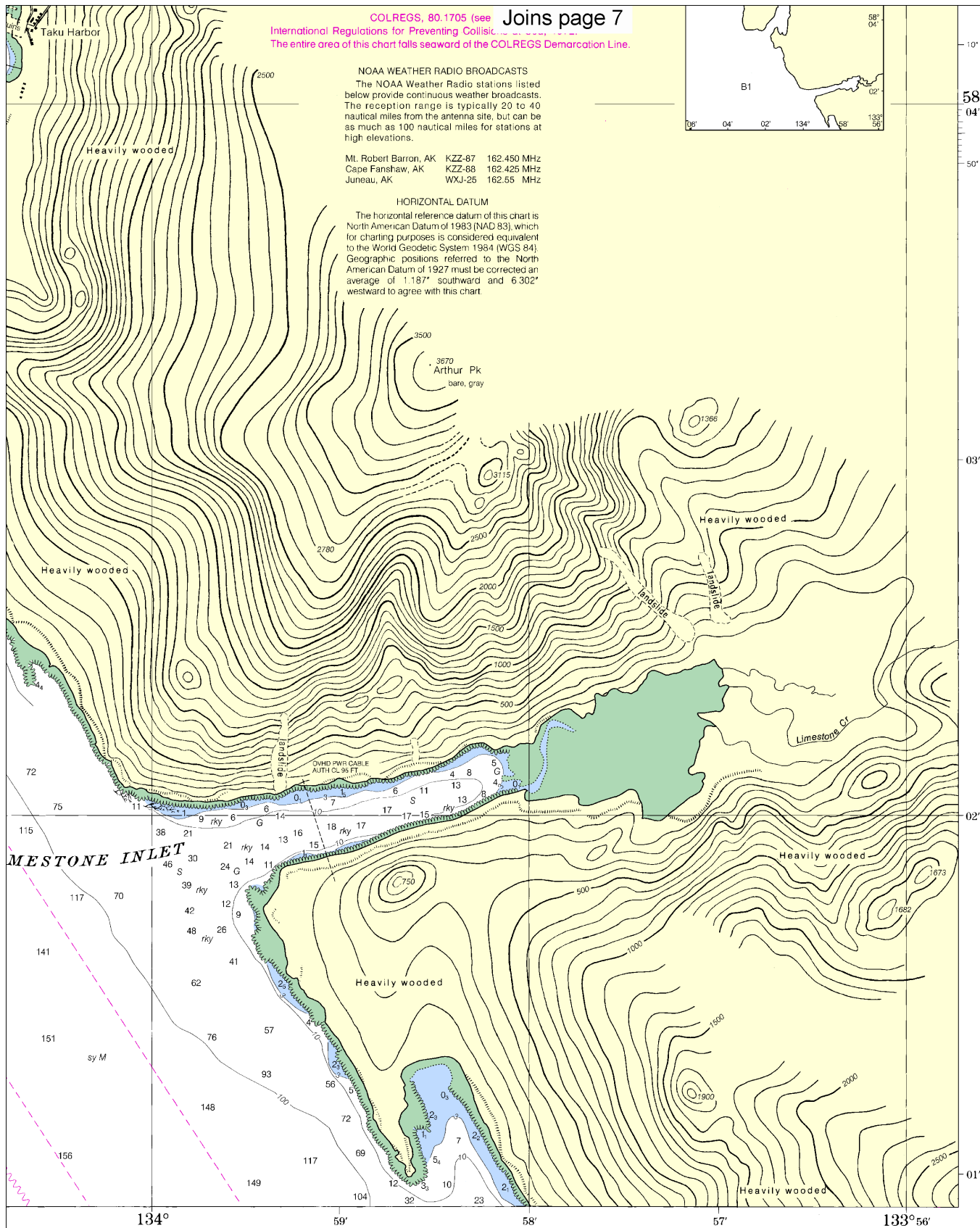
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.C.  
MERCE  
ADMINISTRATION  
CE

*(Slocum and Limestone Inlets and Taku Harbor)*

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17314

ED. NO. 12

NSN 7642014011429  
NIMA STOCK NO. 17XHA17314



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker